

**INDIAN AIRLINES**

The policy of the Indian Airlines regarding free and concessional travel allowed to staff and their families is as under:

On Completion of	Free	Concessional	
		95%	85%
A. For staff upto Grade 16 A (upto to the level of Chief Managers) on subject to load basis			
Below 5 years of services	2	—	3
5 years of service	2	1	2
7 years of service	2	2	1
10 years of service	2	3	—
20 years of service	2	4	—
25 years of service	2	5	—
B. For Directors/GMs and Dy. GMs	2	5	—
(irrespective of length of service)			
C. For Chairman/MD—Unlimited on Firm basis (for self and family).			

The policy of providing free and concessional travel to the retired staff and their families is as under:—

Upto Grade 16 A (subject to load basis)	Free	Concessional	
		95%	85%
Retired on completion of 15 years of service	1	2	—
After 20 years of service	1	3	—
After 25 years of service	2	4	—

Dy. GMs/GMs/Directors (irrespective of length of service and subject to load basis and Dy. MDs and above (on firm basis).

**Delay in flights**

†2550. SHRI JHUMUK LAL BHENDIA: Will the Minister of CIVIL AVIATION be pleased to state:

†Original notice of the question was received in Hindi.

(a) whether any long term effective solution for the delays in flights is being explored and whether airports can be held responsible for this or there are some other reasons;

(b) whether simplification of procedures at the airports is being considered; and

(c) if so, the details in this regard?

**THE MINISTER OF CIVIL AVIATION (SHRI SHARADYADAV):** (a) to (c) The nature of air travel being highly complex and dependent on many diverse factors, one of the prime concerns is safety of both aircraft and passengers. The delays are mostly due to technical factors like airworthiness of the aircraft, landing aids etc. and external conditions such as weather etc. and flights are operated only when all parameters for safe operations are met. In view of the above, the minimization in the delay in flights is a continuous process. All technical delays are closely monitored and corrective actions are initiated to avoid their recurrence. There are standing Delay Monitoring Committees and technical Cell in line Maintenance Division of the airlines for this purpose. The State-of-the-art automated air traffic service systems have been installed at, Delhi and Mumbai airports under the modernisation programme. Efforts are also being made to improve the physical infrastructure to increase the handling capacity and reduce delays.

#### **Operational cost of IA/AI plane**

2551. **SHRI LAJPAT RAI:** Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the operational cost of the planes under Indian Airlines and Air India is higher than that of other Airlines;

(b) if so, the details thereof;

(c) whether any scheme has been formulated by Government to reduce the operational cost; and

(d) if so, the details thereof and the annual reduction in the operational cost proposed to be made?

**THE MINISTER OF CIVIL AVIATION (SHRI SHARADYADAV):** (a) and (b) The operational cost of the aircraft varies from airline to airline because of